

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) Yes, Sir.

(b) and (c) A feasibility study conducted by airports Authority of India for conversion of Ludhiana airport into an international airport has indicated that due to non-availability of land, the proposal is not feasible.

[English]

**Doubling of Rail Line between
Jammu and Jalandhar**

2400. SHRI CHAMAN LAL GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made during 1997 for the construction of double rail line between Jammu and Jalandhar;

(b) the allocation made and the amount spent for this purpose during 1997-98; and

(c) the steps taken by the Government to expedite the doubling work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) and (c) The project is already included in the budget with the proviso that work will be started after obtaining the requisite clearances. Action in this regard has been initiated.

**Extension of Rail Line in Delhi Under
Metro Rail Project**

2401. SHRI MANIKRAO HODLYA GAVIT:
SHRI VIJAY GOEL:

Will the Minister of URBAN AFFAIRS EMPLOYMENT be pleased to state:

(a) whether the Government have announced the extension of Railway line in and around Delhi under the Metro Rail Project;

(b) if so, the details thereof together with funds earmarked therefor; and

(c) the time by which the project is likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI BANDARU DATTATREYA): (a) to (c) The proposed Delhi MRT System is not an extension of the existing Railway network. The Union Cabinet accorded investment approval to the implementation of Delhi Mass Rapid Transit System on September 17, 1996. The System proposes to cover a route length of 55.3 Km. Including 11.0 Km underground and 44.3 Km. Elevated/surface rail corridors. The total estimated cost of the project (at April 1996 prices) is Rs. 4860 crore. The project is proposed to be financed by budgetary support from Govt. of India and Govt. of NCT of Delhi (to the extent of 30 per cent of cost of the project), soft loan assistance from OECF (Japan) to cover 56 per cent of total cost of the project property development to cover 8 per cent of total cost of the project) and subordinate debt (to cover 6 per cent of total cost of the project). For implementation of Delhi MRTS Project, a Company, namely Delhi Metro Rail Corporation (DMRC) Ltd., with equity participation in the ratio of 50:50 by Govt. of India and Govt. of NCT of Delhi, has been set up.

For implementation of DMRC project, the Govt. of India has released funds as under:—

Rs. 102.8 crore towards equity of DMRC Ltd.

Rs. 50 crore towards cost of land acquisition for the project.

Rs. 20 crore towards pass through assistance.

Preliminary work on the project has already begun and the project is scheduled to be completed by March 2005.

Fleet Expansion Plan for AI

2402. SHRI SUSHIL KUMAR SHINDE:
SHRI VIJAY GOEL:
SHRI MULLAPALLY RAMACHANDRAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have okeyed a fleet expansion plan for Air India; and

(b) if so, number and type of aircraft to be procured alongwith the total cost of each of the planes?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) Expansion/renewal of fleet by the airline is a continuing exercise and depends on the resources of the airline, traffic requirements, suitability of the aircraft type, viability of operations on various sectors/routes etc.